

DOCKET FILE COPY ORIGINAL **RECEIVED**

JAN 24 1994

January 10, 1993

FCC MAIL ROOM

Mr. William F. Canton
Acting Secretary
Federal Communications Commission
1919 M Street NW
Washington, D.C. 20554

RE: CC Docket 93-292

Dear Mr. Canton:

It was with great interest I read the recent FCC Notice of Proposed Rulemaking concerning Toll Fraud. As a telecommunications professional who is responsible for my company's communications systems, I am encouraged by the proposed rulemaking because even though I have taken each and every protective step recommended by the IXC's and CPE vendors to secure my systems, I can still experience toll fraud. It is impossible to secure my system 100% from fraud.

PBX owners should not be responsible for 100% of the toll fraud if we don't control 100% of our destiny. Since our destiny is not only controlled by our PBX security precautions, but also by the information, services and equipment provided IXCs, LECs and CPEs, the law should reflect that. It is preposterous to think that the IXCs, LECs and CPEs who all have a very important part in this issue, have absolutely no legal obligations to warn customers and therefore, no real incentive to stop fraud.

CPEs should be required to provide warnings about the risks of toll fraud with their equipment and provide recommended counter methods. It is critical that CPEs ship equipment without default passwords which are well known within the hacker community. Passwords should be created during the installation of the equipment with the customers full knowledge. CPEs should be required to include security-related hardware and software in the price of their systems. When you buy a car, the lock and key are provided in the design and price of the car. Not an adjunct that you have to purchase later.

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As hackers begin new methods of breaking in to systems by using local lines instead of 800 numbers, the LECs should be required to offer monitoring services similar to the IXC's.

I applaud the provisions outlined in the NPRM on shared liability. They are fair and equitable. Shared liability will require clear definitions of the specific responsibilities of the CPE owner to secure their equipment, the manufacturer to adequately warn the customer of the toll fraud risks associated with features of the CPE, and the IXC's and LEC's to offer detection and prevention programs and educational services. If toll fraud occurs and one of the parties should fail to meet these responsibilities and prove to be negligent, then they should bear the cost of the fraud. I do not believe any damages should be awarded to the aggrieved parties. Should all parties have met the aforementioned responsibilities, and toll fraud occurs, then liability should be shared equally.

However, shared liability only addresses the symptom of the problem of toll fraud and not the cause.

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Until we come up with an adequate method for law enforcement to catch and prosecute these criminals, toll fraud will continue to grow beyond the \$5 billion problem it is today. We must develop legislation that clearly defines and penalizes this criminal activity and gives law enforcement the tools it needs to track and prosecute the perpetrators of toll fraud.

Toll fraud is an illegal, fraudulent theft of service. I am encouraged that if we all work together we can make a positive impact on this terrible problem.

Sincerely,

Donald E. White
Asst. Dir. of Comm.
Martin Memorial Health Systems, Inc.

EXXON CHEMICAL AMERICAS

Network & Computing Services

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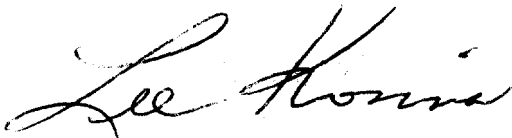
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Sincerely,

A handwritten signature in cursive script, appearing to read "Lee Kosina".

**Lee Kosina
Communications Supervisor**

AIRLINE HIGHWAY AT GOODWOOD
POST OFFICE BOX 95009
BATON ROUGE, LOUISIANA 70895-9009
PHONE 504-927-1300

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Woman's
Hospital

VICKI L. ROMERO
Chief Executive Officer

January 10, 1993

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Sincerely,

Carol J. Swdale
Director of Communications



HÜLS AMERICA INC.

January 10, 1993

REC'D - MAIL ROOM

JAN 12 1993

Turner Place, P.O. Box 365
Piscataway
NJ 08855-0365
Tel: (908) 981-5000
Telex ITT: 4754188

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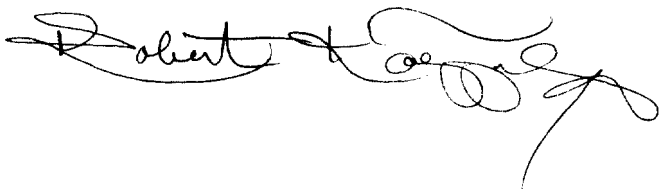
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Sincerely,

A handwritten signature in cursive script, appearing to read "Robert H. Cooley". The signature is fluid and extends across the width of the page.



General Mills, Inc.
Consumer Foods Technology & Operations

4800 Edgewood Road S.W.
P.O. Box 3007
Cedar Rapids, Iowa 52406-3007

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Sincerely,

Sandy Smith
Deane Schmuck

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Sincerely,

Christy Cox, Century Companies, Waverly, IA

We experienced toll fraud in June of 1992 and had approximately \$12,000 in illegal phone calls. A year and a half later our situation is not resolved.

We need to recognize that this situation exists, is growing, and that legislation is needed

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Sincerely,

Ali Comas
Communications Administrator
Sacramento County Government
*P.O. Box 608, 19<sup>th
Chico, Itgo
82001</sup>*

(307) 638-4357



Valley
International
Airport

Office of the Director of Aviation

January 11, 1994

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Acting Secretary
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Toll fraud is an illegal, fraudulent theft of service. I am encouraged that if we all work together we can make a positive impact on this terrible problem.

Sincerely,

A handwritten signature in black ink, appearing to read 'T. Michael Browning', with a long horizontal stroke extending to the right.

T. Michael Browning
Assistant Director of Aviation

TMB:cp

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January 11, 1994

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JAN 24 1994

FCC MAIL ROOM

Mr. William F. Canton
Acting Secretary
Federal Communications Commission
1919 M Street NW
Washington, DC 20554

Re: CC Docket no. 93-292

Dear Mr. Canton:

I am a telecommunications professional who is responsible for my company's telecommunication systems and I am painfully aware that although I may reduce the risk, no matter how many steps I take to secure my systems, I am still vulnerable to toll fraud. That is why I am so encouraged by the proposed rule making.

PBX owners should not be responsible for 100% of toll fraud if we are not controlling 100% of our destiny. This destiny is ultimately controlled by not only our implementation and proper use of PBX security features but by the information, equipment and services provided by IXC's, LEC's and CPE vendors. The legal obligations of the IXC's, LEC's and CPE vendors should provide the proper incentive to reduce and eliminate all toll fraud.

Current programs offered by some IXC's (Sprint Guard™, MCI Detect™, and AT&T Netprotect™) and insurance companies are too expensive. Monitoring and proper notification by the IXC's must be a part of the basic interexchange service offerings. This should eliminate cases of toll fraud greater than 24 hours.

LEC's must also provide monitoring and proper notification as a part of their basic service offerings. Local lines are as vulnerable to toll fraud. As the line between IXC and LEC becomes fuzzier, monitoring and proper notification by all carriers will be even more applicable.

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CPE vendors need to provide telecommunications security as a cost of doing business instead of an opportunity to sell additional products and services. CPE vendors should be required to provide warnings about the risks of toll fraud, as it specifically relates to their equipment and provide solutions to reduce the risk of toll fraud. All CPE should be delivered without standard default passwords, which are well known to the criminal community. All login IDs, including those used by the vendor, should be disclosed at the time of purchase and at installation. All customer passwords should be changed or created at installation and the customer should receive written assurance that all vendor passwords will meet minimum requirements regarding length, change schedule, and alpha numeric format. CPE vendors should be encouraged to offer security related hardware and software in the price of their systems.

The provisions outlined in the NPRM are fair and equitable. Shared liability will require clearly defining the responsibilities of the;

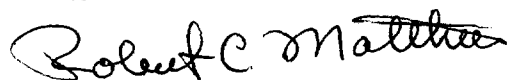
- CPE owner to secure their equipment
- CPE vendors to warn customers of the specific toll fraud risks associated with their equipment
- IXC's and LEC's to offer detection, notification, prevention, and education offerings and services

If toll fraud occurs due to the negligence of one or more parties then the financial loss should be equitably distributed among those negligent parties. If there is no proven negligence the financial loss should be equitably distributed among CPE owner, and all CPE vendor(s), LEC(s) and IXC(s) involved.

Toll Fraud is a financially devastating problem that effects the entire telecommunications industry including users, vendors and carriers. I am sure, that if we all work together we can and will make a positive impact on this problem.

Sincerely,

Robert C. Matthews



Calif State University, Sacramento
6000 J st.
Sacramento, CA. 95819-6091



NORTH PACIFIC INSURANCE COMPANY
OREGON AUTOMOBILE INSURANCE COMPANY

MEMBER • GENERAL ACCIDENT INSURANCE

January 11, 1994

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FCC MAIL ROOM

MR WILLIAM F CANTON
ACTING SECRETARY
FEDERAL COMMUNICATIONS COMMISSION
1919 M STREET NW
WASHINGTON DC 20554

RE: CC Docket 93-292

Dear Mr. Canton:

It was with great interest I read the recent FCC Notice of Proposed Rulemaking concerning Toll Fraud. As a telecommunications professional who is responsible for my company's communications systems, I am encouraged by the proposed rulemaking because even though I have taken each and every protective step recommended by the IXC's and CPE vendors to secure my systems, I can still experience toll fraud. It is impossible to secure my system 100% from fraud.

PBX owners should not be responsible for 100% of the toll fraud if we don't control 100% of our destiny. Since our destiny is not only controlled by our PBX security precautions, but also by the information, services and equipment provided IXC's, LEC's and CPE's, the law should reflect that. It is preposterous to think that the IXC's, LEC's and CPE's, who all have a very important part in this issue, have absolutely no legal obligations to warn customers and therefore, no real incentive to stop fraud.

CPE's should be required to provide warnings about the risks of toll fraud with their equipment and provide recommended counter methods. It is critical that CPE's ship equipment without default passwords which are well known within the hacker community. Passwords should be created during the installation of the equipment with the customer's full knowledge. CPE's should be required to include security-related hardware and software in the price of their systems. When you buy a car, the lock and key are provided in the design and price of the car--not an adjunct that you have to purchase later.

While the programs offered by IXC's, such as MCI Detect, AT&T NetProtect and Sprint Guard have broken new ground in relation to preventing toll fraud, they still don't do enough. Some of these services are too expensive for smaller companies and the educational information is superficial. Monitoring by the IXC's should be a part of the basic interexchange service offerings, as all companies, large and small, are vulnerable to toll fraud. If the IXC's were monitoring all traffic, there wouldn't be any cases of toll fraud for periods longer than a day.

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Mr. William F. Canton

Page 2

January 11, 1994

As hackers begin new methods of breaking in to systems by using local lines instead of 800 numbers, the LECs should be required to offer monitoring services similar to the IXC's.

I applaud the provisions outlined in the NPRM on shared liability. They are fair and equitable. Shared liability will require clear definitions of the specific responsibilities of the CPE owner to secure their equipment, the manufacturer to adequately warn the customer of the toll fraud risks associated with features of the CPE, and the IXC's and LEC's to offer detection and prevention programs and educational services. If toll fraud occurs and one of the parties should fail to meet these responsibilities and prove to be negligent, then they should bear the cost of the fraud. I do not believe any damages should be awarded to the aggrieved parties. Should all parties have met the aforementioned responsibilities, and toll fraud occurs, then liability should be shared equally.

However, shared liability only addresses the symptom of the problem of toll fraud and not the cause.

The root of this insidious crime of toll fraud is the hacker community. As the information highway widens, so do the endless opportunities for hackers to compromise our communication systems. I do not believe it when the hackers state they only 'hack' to gain knowledge. If this were the case, there wouldn't be a toll fraud problem. While it is the hacker who breaks in to the systems and sells the information, it is the call sell operations that truly profit from it.

Until we come up with an adequate method for law enforcement to catch and prosecute these criminals, toll fraud will continue to grow beyond the \$5 billion problem it is today. We must develop legislation that clearly defines and penalizes this criminal activity and gives law enforcement the tools it needs to track and prosecute the perpetrators of toll fraud.

Toll fraud is an illegal, fraudulent theft of service. I am encouraged that if we all work together we can make a positive impact on this terrible problem.

Sincerely,

NORTH PACIFIC INSURANCE COMPANY



Richard Barber

Communications Analyst

Member of National Definity Users Group, Inc.

RB:gmd

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Quigley

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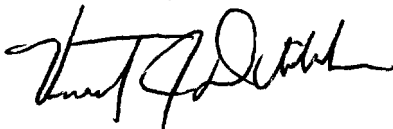
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Toll Fraud is a financially devastating problem that affects the entire telecommunications industry including users, vendors and carriers. I am sure, that if we all work together we can and will make a positive impact on this problem.

Sincerely,



MUSE

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Sincerely,

Eric S. Smith
Manager Telecommunications
Eric S. Smith / Eric Smith of Texas
901 S. Kenton
Richardson, Texas 75080

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